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American Sea Power.

When the President on his recent stumping tour recommended the building of the largest navy in the world he was accused of playing politics—of electioneering for a second term. A less severe charge was that he had simply lost his balance in the presence of enormous crowds and become intoxicated with applause. Surely he did not mean it. Surely he would be satisfied with the inauguration by Congress of a much smaller program.

It is entirely apparent now that he did mean it. Since then his recommendation has been endorsed by several of the most distinguished American sailors in commission—men not in politics; speaking not to crowds and uninfluenced by applause, but from a fullness of understanding based upon a lifetime study of the sea and sea power, and from careful deductions from the lessons growing out of the present war.

As late as Monday Admiral Knight, president of the Naval War College, gave the House committee on naval affairs some very pointed suggestions on the subject of what should be done. He spoke for the building of the largest navy in the world. He frankly confessed that our present inadequate sea establishment is only 50 per cent efficient. "We cannot afford," he said, "to stop at second place." He declared that America, as the richest country in the world today, could pay the price.

"But," reply the millennialists, "such a navy cannot be built in a day; and when the world recovers from its present convulsions it will be so horror-stricken at its excesses it will not soon, if ever again, lose its balance and repeat them. Let us wait, and guide by later developments. In a few years we may not need a navy of any size—may be justified in scrapping the ships we now have."

Time, of course, will be necessary to build what we need. But the point of paramount consideration now is to announce a policy and set to work on it. When it is known that we have determined our course and embarked on it, with resources adequate for the journey, we shall be strengthened in the opinion of all the world.

It is useless to argue with those who see in the present war the last of war. Such belief does not issue from a reading of history, or from any practical study of humankind. Such dreamers are entitled to their dreams. But let us not put ourselves into the hands of dreamers at a time when all men of action in this country and elsewhere are wide awake, and the world is shaken with an unparalleled strife. The country that hesitates now is lost.

No form of diplomatic agreement will make ocean travel attractive as an idle pastime. The knowledge that indemnity and explanations will follow any disaster is of very little value as a nerve soother.

It must be admitted that the holding up of United States mails by foreign censors is much less annoying than the work of domestic talent looking for real loot.

The editorial discussion throughout the country does not show any impression that the government employes is overpaid or underworked.

No evidence has yet been produced to show a chivalrous forbearance toward an unprepared country by a military nation on the warpath.

Will Try to Come Back.

Capt. Hobson likes Congress. Report is that he desires to return to the House, and will try his fortunes in his old district this year.

When the young sailor who had distinguished himself so signally in our war with Spain resigned from the navy to enter politics both surprise and regret were expressed. The step was regarded as a mistake. He had been a star man at Annapolis, had met expectations in the service, and seemed assured of a great career ahead. Why have left a field of action for which he had been specially prepared for one in no way connected with it?

But, though without training for politics, Capt. Hobson got along in that field, and made himself known in it. He provoked a good deal of criticism, but accepted it with political grace, and even capitalized it. He made his opponents advertise him.

After a time he sought promotion. The Senate looked good to him, and he offered for a seat there. But Mr. Underwood proved too much for him. Alabama heard, but denied his appeal.

His senatorial race cost him necessarily his seat in the House, and since then until now speculation has concerned itself with the future. Had Capt. Hobson enough of politics, or would he pick his flint and try again?

Because of his prominence in the prohibition movement some political observers fancied he had his eye on the prohibition nomination for President

this year. There is not the slightest prospect that either of the two old parties will declare for prohibition, and hence the certainty of a prohibition national ticket representing the uncompromising advocates of that cause.

But as such a nomination could not be more than a flourish, Capt. Hobson, if he ever gave it a thought, seems to have put it by. The House again for him, if he can reach it.

It is easy to believe that the captain regrets his absence from the present House. Both the general topic of preparedness and the recommendations for immediate naval increases would appeal to him. In politics he has remembered the sea, and been an unceasing advocate of a big navy. It is to be said to his credit that it was not necessary for war to come to convert him to the cause of an adequate national defense. Ever since the Spanish war he has been pointing out our deficiencies, especially on the water; and now they are apparent to all, even to those who do not want them remedied.

Opposition to the Borland Rider.

Yesterday's demonstration in the House of hostility to the proposal to add another hour to the working day of the government clerks in Washington without compensation is a gratifying token. It may not definitely indicate the defeat of the Borland rider when that item is reached in the legislative bill, but it unquestionably shows that the House is not disposed to allow this unjust proposition to pass without the closest scrutiny, if it is permitted to remain in the bill as a matter of parliamentary right.

Yesterday no one spoke in behalf of the extra hour provision. Even the member in charge of the legislative bill was unable to defend it, he having strongly opposed it in committee. Opposition to it was voiced from unexpected quarters. The most gratifying feature of the debate was that the objections were pitched in the key of a demand for equitable treatment for the clerks.

On the parliamentary point it is urged that this rider has no right in the bill because it does not assuredly, within the scope of what is called the "Holman rule," reduce the number or the salary of the officers of the United States. It is claimed by the author of the proposition that it will have the government something like \$4,000,000 a year. If it did that, by cutting off the total expenditures under this appropriation act it would be technically germane to the measure. But there is no provision in the bill for a reduction of force. The total number of clerks to be employed under the legislative act remains the same as before. This is a "rider" in every sense of the word. It has been plastered on the bill regardless of its other features, with no attempt to effect a readjustment which, if the added hour is a practical economy, should be worked into the details of the measure in a general curtailment of forces.

The manner in which the amendment was adopted in committee, the absence of any force-reducing provision, the fact that the total sum carried by the bill stands precisely as it did before the rider was adopted in committee, with the expenditure for salaries the same and the number unchanged, all tend to make this amendment definitely subject to the point of order which it is proposed will be made against it when it is reached. Had the bill been framed from the outset on the basis of an added hour of clerical work throughout the departments, there would have been no assured ground of parliamentary objection, although the substantial arguments against the proposed change would have remained unaffected. In the light of yesterday's demonstration of hostility there is reason for a feeling of reassurance that this great injustice will not be perpetrated.

The Philippine legislature has adjourned without developing any revision to primitive methods in settling controversies.

It takes rare diplomacy to yield a point in language that sounds as if a compromise had been completed.

Adding an hour to the length of a working day does not mean adding to the efficiency of the work.

Congress has decided not to favor the use of rhetorical high explosives in the present discussion.

The progressive party is big enough to undergo the process of splitting into factions.

Annapolis-Washington Highway.
Yesterday at Annapolis a joint committee of the two legislative branches heard arguments on the pending bill to build a "national defense highway" between Washington and the Maryland capital. This project is urgently recommended by every consideration of practical utility and of federal preparedness against a possible invasion. It is no secret that in the judgment of military men the sector of the Atlantic coast lying between the mouth of the Delaware and the mouth of the Chesapeake is regarded as of the most vital consequence. Annapolis is in a position of the utmost strategic importance, and in the event of an invasion it would be essential to have the quickest possible means of communication and transport between Washington and that city to permit the speedy placing of forces there.

Maryland has done remarkably good work in the matter of road building during recent years, and has taken a high position among the American states in this regard. It has materially felt the benefit of these investments in the increased travel through the state by motorists, who have brought great sums of money. The state's debt is small and

a good road between Annapolis and the District line would not add appreciably to the burden, especially in view of the assured returns in time of peace that such a highway would yield.

There is some rivalry between the route proposed in the bill on which arguments were made yesterday at Annapolis, and another, farther to the south, favored by residents of the lower section. Naturally there is a desire to get the road so placed as to improve property. This rivalry, however, should not serve to check the legislation. The legislature should be able to determine which route is the better, the shorter, the more practicable, the less expensive. There are certain historical considerations in favor of the route named in the bill, and it has, moreover, some practical advantages. If those who oppose it cannot persuade the joint committee or the legislature that the other route is better they should acquiesce in the decision, and all work for an enactment that will so greatly increase Maryland's highway efficiency and bring the state capital and the National Capital into requisite, practicable communication.

A Fire Drill.

In eight minutes from the time the alarm was struck in a fire drill test the Department of Commerce building at Pennsylvania avenue and 19th street was vacated by the 1,500 employees. This is a good record, and it shows an excellent state of discipline. But it is at the same time plain that in eight minutes a fire can get heavy headway in a tall building, and it is by no means assured that the order that prevails during a fire drill, with no smoke and flames in evidence, would be maintained in the event of a genuine blaze. Herein lies one of the difficulties of a rented building occupied by the government for public office needs. It is the natural desire of the building owner to get the maximum of room space on a minimum of ground space. Consequently, the structure rises high in the air and the exit possibilities are lowered. It should be the fixed policy of the government not to rent, but to build its own structures, leasing only in emergencies. Then it would be possible to adopt a standard architectural principle of ample site, low structure and easy entrance and exit. No building is so fireproof that it is a safeguard against panic in the event of a sudden outbreak of flame. The danger increases with the size of the building and its height. The United States has no reason for skipping economy in this matter. It should today own all its housings instead of being the lessee of dozens of structures of all kinds, with no prospect of immediate adoption of a consistent, embracing building program.

Many a legislator calms down after he has heard from his constituents concerning some emotional demonstration.

The submarine commanders seem to hold armed merchantmen as much respect as North sea trawlers equipped with steel nets.

Conjecture as to industrial and commercial conditions after the war conveys a hopeful reminder that it cannot last indefinitely.

Woodrow Wilson is not the first President to warn ambitious people against mistaking the highest office in the gift of the people for a sinecure.

Diplomacy begins to make real progress when the question narrows itself to a definition of some particular word.

SHOOTING STARS.

BY PHILANDER JOHNSON.

A Contributor.
"Have you contributed to the aid of those in distress?"
"Yes. I have lost six umbrellas in the last two months."

Standards.
"What would you do if a man made a direct offer to sell you his vote?"
"I'd have nothing to do with him," replied Senator Sorghum. "I am no saint, but as an artist in politics I'd scorn any such coarse work."

Twisted.
How many a great man's speeches strong
Are twisted till they lend
A meaning, as time goes along,
Which he did not intend.

Should Be There, Somewhere.
"There is a great deal to be said on this question."
"Yes. What I don't see is how so much can be said without sooner or later bringing out the answer."

A man who has accidentally exchanged hats is always sure he got the worse one.

The reason a savage wonders why civilized countries have been bothering to send missionaries to convert him is that he can't read the newspaper.

The Meanest.
Of all the creatures here below,
The ground hog is the meanest;
'Mongst faunists that we know,
The boldest and sereneest.
He hands his prophecy along
Of fair and warmer weather;
Then sets the blizzard blowing strong
For several weeks together.

The rattler sounds a warning clear;
The dog will bark to scare you;
And every foe that ventures near
In some way will prepare you.
But that small animal's deceit
Of sorrow brings the keenest.
Of all the creatures that we meet,
The ground hog is the meanest.

What's the Use?

From the Philadelphia North American.
What's the use of appointing a Secretary of War, anyway? We have the pacifists' word for it that no war is in sight.

KANN'S

Store Open Daily From
8:30 a.m. to 6:30 p.m.
Saturdays to 6 p.m.

KANN'S

March 1, 1916.
Partly cloudy tonight. Rain or
snow tomorrow.

KANN'S

The Interviewer
—Seeks something new for her dresser
—and finds

"Richelieu"
The Newest French Ivory
To finish my newly furnished boudoir, there yet remained one thing to purchase, a set to adorn the dresser—what should I get?
"I'll go down to Kann's and look around," I decided.
"Anything new?" This to the pleasant little saleswoman.
"Oh, yes—this just came in from New York—it is the newest in French ivory, exclusive with us in Washington—the 'Richelieu' pattern—and she lifted an exquisitely finished Puff Box from the case.
"Oh, I brooded, 'how exquisite!'" And indeed, as she brought each piece out—
Hair Receiver, Salve Jar, Jewel Case, Buffer, Tray, Perfume Bottle, Mirror, Cloth Brush, Bonnet Brush and Glove Striker.
My admiration knew no bounds.
Beautifully patterned after that extravagant French period when Richelieu was cardinal in the 17th century, they show massive lines in highly polished effects. Each piece is marked, and prices range from 75c to \$3.00 a piece.
Of course I didn't get an entire set at once, but the few pieces tastefully arranged on the dresser are at once attractive and more beautiful than more pieces that cost less—I think it pays—don't you?

House Dresses--the New Modes

Select Them Here and You Will Find Your Selections Most Satisfactory

—Because You Will Find Them "Different" From the Usual Run of House Dresses, and Undeniably Superior to Those Generally Sold at the Prices Quoted.

Prices, \$1, \$1.25, \$1.50, \$2

SMART TRIM HOUSE DRESSES, made of Amoskeag gingham, in checks, stripes, broken checks and plaids. These are effectively trimmed with plain colors, models are in both light and dark colors. Throughout the combinations and styles are unusually attractive. **CHOICE.....\$1.00**

Striped and Plain Gingham House Dresses, made with wide sailor collars, the striped styles being trimmed with plain fabrics and fine embroidery; colors are pink, blue, gray and lavender; in this lot we have both regular and extra sizes up to size 50. **CHOICE.....\$1.25**

House Dresses, with pretty trimmed collars and trimmed cuffs; finished with hand-made buttonholes; some have white sailor collars and dainty pearl buttons for trimming; others have revers in front and collars of plain material trimmed with embroidery edging; some have tucked waist, and many are finished with the popular two-in-one collar. **CHOICE AT.....\$1.50**

House Dresses, trimmed in folds; some with yoke top skirts and belt; many of these are trimmed with wide embroidery and have white embroidery trimmed collars. Striped Dresses with plain colored collars; some are edged in Venice lace and finished with pearl buttons; others have collars of pique. The materials are madras, gingham and new tissue. At this price we also have the Nurses' Uniform in white, plain and striped ginghams and black. All sizes in the lot up to 46. **CHOICE.....\$2.00**



Here is an Example of Co-operation Creating Success—for the House of Kann and for the Maker of Our New Line of

Tailored Spring Suits

The Best Value
You Can Find
At.....**\$18.95**



The maker's confidence that this special line he declared he could make up for us would be the highest in quality, the best in material, style and workmanship that we had ever carried in our stock at the above price has been proved to be well founded on a thorough knowledge of his establishment's capabilities.

They Are Remarkably High-Class Garments to Purchase at Such a Price

Our greatest difficulty lies in not being able to purchase large quantities at a time. When we announce a shipment received, **HURRY**, if you want one.

The materials are taffetas, serges, checks, combinations of serge and taffeta, novelty fabrics, men's wear serges, gabardines and poplins.

Every new and fetching model of the hour.

Kann's—Second Floor.

BROKEN LOTS AND FLOOR SAMPLES OF RUGS In a Thursday Sale

Oriental and floral designs, in good colors, in large medallion, medium and small figured effects. Every rug perfect, no seconds, none mismatched in the lots.

10 RUGS, \$19.95 to \$26.75 Values, \$15.94 Choice

Sanford's Seamless Axminster Rugs, five only; 9x12-ft. size.	Smith's Seamless Axminster Rugs, 12-ft. size, three only.	Shuttleworth Wilton Rugs, 6x9-ft. size; two only.
\$12.95 and \$14.95 RUGS, Choice, \$10.44		
Seven 9x12-ft. Seamless Brussels Rugs	Five 9x12-ft. Seamless Wilton Velvet Rugs	
\$13.84	\$6.44	
Ten Seamless Brussels Rugs, 7x9-ft. and 8x10-ft. sizes; 10x12-ft. size; 10x14-ft. size; 10x16-ft. size; 10x18-ft. size; 10x20-ft. size; 10x22-ft. size; 10x24-ft. size; 10x26-ft. size; 10x28-ft. size; 10x30-ft. size; 10x32-ft. size; 10x34-ft. size; 10x36-ft. size; 10x38-ft. size; 10x40-ft. size; 10x42-ft. size; 10x44-ft. size; 10x46-ft. size; 10x48-ft. size; 10x50-ft. size; 10x52-ft. size; 10x54-ft. size; 10x56-ft. size; 10x58-ft. size; 10x60-ft. size; 10x62-ft. size; 10x64-ft. size; 10x66-ft. size; 10x68-ft. size; 10x70-ft. size; 10x72-ft. size; 10x74-ft. size; 10x76-ft. size; 10x78-ft. size; 10x80-ft. size; 10x82-ft. size; 10x84-ft. size; 10x86-ft. size; 10x88-ft. size; 10x90-ft. size; 10x92-ft. size; 10x94-ft. size; 10x96-ft. size; 10x98-ft. size; 10x100-ft. size; 10x102-ft. size; 10x104-ft. size; 10x106-ft. size; 10x108-ft. size; 10x110-ft. size; 10x112-ft. size; 10x114-ft. size; 10x116-ft. size; 10x118-ft. size; 10x120-ft. size; 10x122-ft. size; 10x124-ft. size; 10x126-ft. size; 10x128-ft. size; 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